

welle, A. G. Wolff, Charles Edwards, J. P. Cassidy, A. Fensterer, H. Boil, S. Van Zandt, stroke; George E. Scheffer, coxswain. No. 2—W. O'Hara, bow; J. W. Godsell, W. D. Kelly, James Morris, Dr. H. A. Hanbold, Joseph Adlum, Max Kaescho stroke; E. P. Reynolds, coxswain. No. 3—T. P. Ward, bow; Edward Connell, J. G. Fiest, Charles A. Lyons, Albert Bruns, E. Leigh, Charles Martin, Joseph Donovan, stroke; T. B. Thompson, coxswain. As the wind and tide had both been against the contestants before, the course was changed, and the races were now rowed between Macomb's Dam Bridge and the clubhouse. All the crews got off to a very even start and the race was exciting. No. 1 managed to forge ahead a bit, however, and won by a bare length. Nos. 2 and 3 rowed a dead heat for second place. The time of the winning crew was 2:45. The barge race between single and married men caused considerable amusement. Each barge had, besides the crew, about a dozen female passengers. The married men proved too strong for their single adversaries and won by about a length. The winning crew was made up as follows: T. B. Thompson, bow; J. H. Bell, J. W. Godsell, W. D. Kelly, E. Leigh, J. E. Nagle, James Pilkington, James McCartney, stroke, and George E. Scheffer, coxswain. The time was 3:15.

TROTTING AT MYSTIC PARK.

ARLINE THE ONLY FAVORITE TO GO WRONG AT THE RACES YESTERDAY.

BOSTON, June 18.—Arline was the only favorite to go down at Mystic Park this afternoon when the circuit meeting ended. The two events left undecided yesterday were disposed of in straight heats, Mattie Hunter reducing her record to 2:27 1/2, while May Bird followed with one of 2:21 1/2, both mares landing the money. The fifth heat of May Bird's race was one of the best seen this year. Nominator and Gretchen finishing close up, the stallion only a short head behind. Arline was not able to get a heat from Abbie V. or Sadie M., and the former won cleverly after several brushes with the latter. The eighth of the Southern series is at Saugus, a few miles from here, and there are large fields for the nine events at Franklin Park, commencing next Tuesday.

SUMMARIES: 2:34 Class.—Purse \$500. Mattie Hunter, by Son of Volunteer, (McDonald).....6 1 1 1 Puritan, by Steel, (Nay).....1 4 3 5 Dora Thorn, by Fernald H., (Golden).....3 2 6 2 King Charles, (Pope).....2 5 4 3 Ben Duroc, (Sauborn).....7 7 2 6 Montague, (Opdyke).....4 3 5 7 Harry Almont, (Connors).....5 6 7 4 Time—2:32 1/2; 2:27 1/2; 2:27 1/2. 2:24 Class.—Purse \$500. May Bird, by Jay Bird, (A. Trout).....5 5 1 1 1 Gretchen, by Schuyler, (Clark).....1 1 4 3 3 Stanley, (Bowen).....3 2 2 5 5 Nominator, (Golden).....4 4 3 5 2 Archie B., (Carpenter).....2 3 5 4 4 Time—2:26 1/2; 2:33 1/2; 2:23 1/2; 2:27 1/2. Free-for-All Trot.—Purse \$500. Abbie V., by Farnham, (Turner).....2 1 1 1 1 Sadie M., by Fricco Orick, (McCray).....2 2 3 2 Arline, (Elliott).....3 3 3 2 Time—2:21 1/2; 2:19 1/2; 2:20; 2:22 1/2.

LIVELY CANOE RACES.

CANOEISTS CAPSIZE, BUT GO ON WITH RACING JUST THE SAME.

The fourth annual canoe regatta of the Marine and Field Club, which was held on Gravesend Bay yesterday, was a great success. An all-day programme had been arranged and special provision for entertaining visitors at the clubhouse had been made, but the threatening weather in the morning and the chilly drizzle in the afternoon kept many away. Commodore C. V. Winne of the American Canoe Association was referee, and the judges were David Rait, Jr., Marine and Field Club; L. W. Seavey, Knickerbocker Canoe Club; W. P. Stephons, New-York Canoe Club; Walter U. Lawson, Vesper Boat Club, and C. Bowyer Vaux, New-York Canoe Club. The members of the Regatta Committee were W. T. Winttingham, H. C. Ward, and W. E. Elliott.

The wind was light and the water rough, and much of the charm of some very good sailing was taken away by a threatening sky. Two courses were used, one a mile straightaway, the other a triangle, three turns around which measured four and a half miles. The finish of both was directly in front of the clubhouse. The start on the first of the two morning events was made at 11:50 o'clock. The race was senior sailing for four and a half miles, and the following were the starters, with their canoes and clubs: Ford Jones, Canuck, Brockville (Ontario) Canoe Club; F. C. Moore, Tornado, Knickerbocker Canoe Club; H. Lansing Quirk, Hudson, Yonkers Canoe Club; T. S. Oxholm, Glenwood, Yonkers Canoe Club; W. S. Elliott, Truant, Marine and Field Club; H. H. Smythe, Torment, New-York Canoe Club; William Whitlock, Bubble, New-York Canoe Club; T. H. Barrington, Torment, New-York Canoe Club; Paul Butler, Wasp, Vesper (Lowell, Mass.) Canoe Club; D. S. Goddard, Bee, Vesper (Lowell, Mass.) Canoe Club; John L. Collins, Jonah, Bayonne Canoe Club; Frederick E. Collins, Wrath, Bayonne Canoe Club.

The race was a very pretty one, the boats all getting away in a bunch, and keeping a good pace up to the end. Fred Collins was the only man who did not finish. Goddard won easily in 38:50, Quick coming in second, and Butler third. The rest of the time before luncheon at the clubhouse was taken up by a one-mile tandem paddling race, which was won by Barrington and Plummer of the New-York Canoe Club, in 9:52. The only other starters were the Collins brothers of the Bayonne Boat Club, and they did not finish. It was nearly 4 o'clock when the afternoon programme was taken up. Meanwhile it had set in thick and a cold, drizzly rain was falling. The water had become very choppy, and however, the disagreeable circumstances seemed to make very little difference to anybody and the races were unusually interesting.

The first event to be contested was the club "representative" race. It was four and a half miles, and each club entered could have but one man. Those who took the start were T. H. Barrington, Torment, New-York Canoe Club; F. C. Moore, Tornado, Knickerbocker Canoe Club; T. S. Oxholm, Glenwood, Yonkers Canoe Club; William Whitlock, Hornet, Marine and Field Canoe Club; F. B. Collins, Wrath, Bayonne Canoe Club. Oxholm finished in 35:10, nearly two minutes before Whitlock, who came next. Barrington was third. Collins dropped out before the race was over. The next race was four and one-half miles for the Marine and Field Club Cup. The greatest interest of the afternoon was centered in this contest. According to the terms under which the cup was offered it was to become the property of the man who won it five years in succession. Last year it went to D. S. Goddard of the Vesper (Lowell, Mass.) Canoe Club, and as he was entered yesterday it was expected the contest would be a lively one. The starters were: D. S. Goddard, Bee, Vesper Canoe Club; H. H. Smythe, Torment, New-York Canoe Club; Paul Butler, Wasp, Vesper Canoe Club; William Whitlock, Bubble, New-York Canoe Club; J. H. Barrington, Torment, New-York Canoe Club; Ford Jones, Canuck, Brockville (Ontario) Canoe Club; J. S. Oxholm, Glenwood, Yonkers Canoe Club.

Jones took a big lead for a few seconds at the start, but soon fell behind and finished next to the last. Smythe, through some misunderstanding, tried to cross the line on the wrong side of the buoy, and in trying to dodge the buoy itself and the committee's launch, capsized. He was fished out on to the launch and went ashore, towing his canoe. At almost the same moment Whitlock fouled the buoy and went over. He had his boat righted and was off again in a flash, but capsized a second time, and finally gave it up as a bad job. In the meantime the others had started on their second lap, Oxholm leading by quite a piece, with Goddard doing his best to catch him. At the first buoy on the third trip around Oxholm increased his lead and seemed to have the race beyond all doubt, but at the next angle Goddard made a clever, though very risky, turn and had soon caught him. On his first lap his time was 34:40. Oxholm was second and Butler third. The cup, therefore, becomes Goddard's property.

The last event was one said to be unique in the annals of canoeing. It was a mile paddling between heavy war canoes. The Yonkers Canoe Club had twenty-one men in its boat, which was 35 feet long; the Crescents had eleven paddlers in a 32-foot canoe, and fifteen Orange men sat in a craft 30 feet long. It took the Yonkers Indians 8 minutes and 20 seconds to go the mile, the Crescents being second, and the Orange crew last. Jones is the Canadian who had challenged for the International Cup. Very little can be judged of his strength from what he did yesterday, for in the morning he used old rigging, and in the afternoon it was very evident that he didn't always try as hard as he might. Oxholm will probably be the man to row against him next Saturday afternoon.

ROWING ON THE HUDSON.

AMATEUR OARSMEN COMPETE FOR HONORS AGAINST A HEAD WIND.

The second annual regatta of the Hudson River Amateur Rowing Association, comprising the Active, Valencia, Hudson, Waverley, and Rosedale Boat Clubs, was held yesterday at the Fort Lee course, Hudson River. In spite of chilly weather on the water the attendance was large, five times and the barge Coxsackie being well filled with spectators. The start was made at the foot of West One Hundred and Thirty-eighth Street and the finish was off Flat Rock, about opposite One Hundred and Sixty-eighth Street, a straightaway course of one and a half miles. B. C. Williams of the New-York Athletic Club was referee and starter, F. H. Gunkel, Active Boat Club, was clerk of the course, and H. W. Walter, Danville Rowing Club, and E. C. Post, well, New-York Athletic Club, were the judges at the finish.

In the first race, the junior single shell, there were but two competitors, W. H. Jones, Hudson BC, and James Fay, Waverley BC. It proved to be merely gentle exercise for Jones, who won by twenty lengths. Then came the junior four-oared barge, the race of the day as far as interest was concerned. The crews were as follows: Waverley BC—A. H. Force, R. F. Stone, H. V. Wemple, Jr., E. A. Gardner, L. A. Disbrow, coxswain; Rosedale BC—E. Walscheid, C. Entrup, O. Rosenbaum, O. Alces, L. Alces, coxswain. Hudson BC—T. Jordan, W. Hovey, A. Hovey, G. Higgins, E. Lowenthal, coxswain. Valencia BC—H. Z. Schocke, R. Dimmers, J. Van Dreese, Ed Horwood, W. Van Dreese, coxswain.

The Rosedales and Valencias started off with an advantage which was increased by the latter crew to a commanding lead at the half mile. Then the Hudsons, who had been pulling very raggedly, settled down in their boat, and passing the Rosedales, gave the leaders a stern chase which lasted right up to the finish. They were, however, beaten by the Valencias by three lengths, with one and a half lengths between themselves and the Rosedales. Time—9:45.

The junior single gig proved less interesting even than the junior single shell, in which Jones scored so easy a victory. F. S. Stensberg, Valencia Boat Club, was no match for his rival H. De Witt, Hudson Boat Club, and was beaten by fully one-third of the course, De Witt's time being 12:45. The two other singles, namely, the senior single gig and the senior single shell, were also fizzles. For the first to C. Ritterbush of the Waverleys was given a row-over by James Muirain of the Hudson, who wanted to save himself for the only open event, the intermediate eight-oared shell. The single shell was also a gift for the same oarsman, whose opponent, George Kunz, Hudson Boat Club, after rowing some four hundred yards or so, quit without any apparent reason.

The junior pair-oared gig made a pretty race. The crews were: Active Boat Club—C. Pulls, T. Vogt, H. Smith, coxswain; Hudson Boat Club—J. Quill, H. Corbet, W. Gilbert, coxswain. Rosedale Boat Club—F. Zhang, T. Duff, G. Ferris, coxswain. The Hudsons, who had the middle station, jumped off with a good lead, with the Rosedales ponding hard after them. The Actives went to pieces in the first half mile, and it was nip and tuck with the other two crews till the last quarter, when the Hudsons spurred gallantly and won by three clear lengths in 11:30, which was not such slow time owing to the head wind against which the crews had to contend.

The crews for the senior four-oared barge were: Waverley Boat Club—A. H. Force, R. F. Stone, H. V. Wemple, Jr., E. A. Gardner, L. A. Disbrow, coxswain, being the same crew that rowed in the junior race. Valencia Boat Club—A. Schmidt, O. Bergman, M. Kuempel, G. K. Storms, H. Killian, coxswain. Hudson Boat Club—T. W. Mathews, W. De Witt, H. De Witt, C. Fricke, J. Waterhouse, coxswain. The result of this race was never in doubt from the start. The Hudson crew, which settled down to work very quickly, and rowed a magnificently steady stroke in spite of the choppy water, forged ahead from the outset and won by four lengths. Time—9:15 1/2.

The senior pair-oared gig resulted in the most dismal of processions, the Actives—C. Kortlang, F. State, J. Thoms, coxswain—putting daylight to the extent of some 500 yards between themselves and their next neighbors, the Hudsons—T. W. Mathews, W. De Witt, J. Waterhouse, coxswain, who, in turn, were almost as far ahead of Messrs. A. Schmidt, M. Kuempel, and H. Killian, the Valencia crew. Time—9:15.

The only open event of the day, the intermediate eight-oared shell, roused great expectations of a good race, but was somewhat disappointing. The competing crews were those of the Friendship, Atalanta, and Hudson Boat Clubs. All three got off to a perfect start, and for the first 500 yards or so the three crews were nose and nose. A splendid race seemed inevitable, when the Hudsons, who had the inside station, pulled over and took the Atalantas' water. In any case, they fouled the Atalantas three distinct times, but nevertheless kept on in their middle course, rowing like a machine. The Friendship, too, left their water and penned the Atalantas from the other side, and things might have turned out disagreeably if the latter crew had not by a sudden spurt shot a full length ahead of its rivals, giving the Friendship the full benefit of its backwash. What with this backwash and the rough water the Friendship's boat began to fill, and before the half mile was passed had swamped the steam tug Neptune going to the assistance of the crew, who were all taken aboard in safety. The Atalantas then won the race readily. Time—10:00.

The members of the crews were as follows: Atalanta Boat Club—W. Davidson, W. H. Murray, J. Smith, H. Vogel, G. Wendel, E. P. Burnett, J. Davidson, W. Kirby, E. C. Villaverde, coxswain. Hudson Boat Club—M. Taub, H. Corbet, G. Kunz, T. J. Fricke, T. McDermott, G. Greer, J. Muirain, J. Smith, W. Jones, coxswain. Friendship Boat Club—W. Brown, W. J. Tucker, C. Allison, R. W. Morrison, H. Dwyer, C. Aubert, E. Berry, W. Church, R. Evans, coxswain.

UNION BOAT CLUB REGATTA.

IT WAS COLD ON THE HARLEM, BUT THE RACES WERE INTERESTING.

The members of the Union Boat Club had had weather yesterday for their fourteenth annual regatta. The air on the Harlem River, where the races were held, was cold and raw, and there was a disagreeable wind which chilled the many spectators on the float of the clubhouse and caused many of them to seek shelter inside before the events were half over. The clubhouse was prettily decorated with Japanese lanterns, and an orchestra in the ball-room furnished music between the races. The officials were: Referee—F. R. Fortmeyer, Manhattan Athletic Club; Judge of the Finish—Hugh G. Connell; Time-keeper—J. George Fiest; Clerk of the Course—Alexander Hamilton; Assistant Clerk of the Course—E. H. Brokhahne.

The first event on the programme was the handicapped race for single gigs for the Brokhahne medal. The course was from Gates's lumber dock to the clubhouse, about half a mile. The starters were Edward (12 seconds), Edward (12 1/2), Leigh, (10 seconds); Charles Martin, (10 seconds); Joseph P. Donovan, (5 seconds); T. A. Fitzsimons, (5 seconds); G. Griswell, (5 seconds); and Dr. T. H. Roach, (5 seconds.) The scratch man did not start. After a good deal of plying back and forth, in his launch, the referee got them lined up to his satisfaction and started them according to their handicaps. For about half the distance the men held about the same positions. Then G. Griswell got to the front and won with comparative ease in just four minutes. Dr. T. H. Roach was second and Joseph P. Donovan third. The next race was the final heat for pair-oared gigs, (for the McDermott Medals), the trials of which had been rowed some days before. This was rowed over the same course, and was won by A. G. Wolff, bow; H. Fensterer, stroke, and E. P. Reynolds, coxswain. Time—3:30. The second crew was made up of W. Carr, bow; J. Adlum, stroke, and G. E. Scheffer, coxswain, and was beaten by about a length. The third boat was manned by J. Hicks, bow; George Kessler, stroke, and A. Burke, coxswain. All these crews had a handicap of a length on a crew composed of Charles Martin, bow; Joseph Donovan, stroke, and J. N. Cary, coxswain.

The race for four-oared gigs came next, with the following starters: No. 1—J. J. Zegan, bow; A. G. Wolff, H. Fensterer, S. Van Zandt, stroke; A. Burke, coxswain. No. 2—W. D. Kelly, bow; John Hicks, Charles Martin, W. S. Carr, stroke; George E. Scheffer, coxswain. No. 3—Dr. A. Hanbold, bow; Joseph Adlum, J. J. McDermott, Joseph Donovan, stroke; E. P. Reynolds, coxswain. No. 4—Dr. T. H. Roach, bow; James Morris, J. H. Bell, Max Kaescho, stroke; E. W. O'Hara, coxswain. Team No. 2 was scratch and the others had half a length start. This race was closely contested all the way. Team No. 4, winning by a quarter of a length from No. 3. The time was a little over 3 minutes.

Three crews started in the eight-oared shell race, as follows: No. 1—A. J. Quinn, bow; Gus Gra-

NORWOOD FAILS AGAIN.

THIS TIME THE WATER WAS TOO ROUGH FOR HER TO RACE.

The uselessness of a steam craft built merely for a racing machine was again demonstrated yesterday. The story of the great race that was to take place on the Sound between Norman L. Munro's steam launch Norwood and W. R. Hearst's steam yacht Vamoosa can be told in a very few words. There were a few white caps on the Sound off New-London, so the Norwood refused to start.

Both boats were at New-London ready to start, and an American Yacht Club representative was there ready to start them. This club had offered a five-hundred-dollar cup to the winner, and at its handsome clubhouse at Clinton Point were collected many ladies and yachtsmen to see the finish. The course was from a point five miles east of Race Rock to the clubhouse, a straight-away of eighty knots. The tide was fair, but at the starting time, 11 A. M., an easterly breeze had ruffled the surface of the Sound just enough to make a lively race for catboats, but too much for the seventy-foot launch Norwood. She went outside New-London Harbor and then put back again.

A tender plaything is this launch, and one which only an expert could care to handle even on smooth water. The writer was on board her last Fall in the official capacity of timer when she tried to make a record off Bay Ridge over the measured mile. Just before she started the engineer pointed to one safety valve and informed the timers that it blew off at 200 pounds. Then, pointing to another similar valve, he said: "That goes off at 225 pounds. If you see it blow, don't wait to tip your hat. Just jump overboard."

Such are the characteristics of a modern high-speed launch. The Norwood demands smooth water. Her boiler is from a design by C. D. Mosher, who also designed the engine and hull. It is similar to the Thornycroft boiler, having two steam chests at the top, instead of only one, as in the Thornycroft type, and the absence of valves on the later boilers designed by Mr. Mosher to control the distribution of water and steam in the chests makes it an extremely difficult thing to manage in a seaway. The boiler is a tremendous steam generator, but aside from the one feature of power there is little or nothing to the boat. Her engines, of the quadruple-expansion type, are intricate and calculated only for developing great power. The strain on the machinery when making upward of 400 revolutions per minute may be imagined.

Although the Norwood has so far been unsuccessful both from a standpoint of speed and utility, Mr. Mosher feels confident that a utilization of steam at high pressure is the coming thing in steam yachts. He will have to demonstrate, however, the practicality of his idea before others will dare to follow his lead. In steam yachting men want comfort and safety before everything else, and the more conservative and experienced marine engineers hold to boilers that are easy to handle and will stand hard usage, and engines also that are economical. When one comes to harness a power that will drive a craft twenty-five knots he back something besides a pleasure craft. He owns a machine that he has handled with the greatest care, and is likely even then to be constantly getting out of order.

If the race of yesterday had taken place it would have meant little to the engineering world. The American Yacht Club would have been out a cup and expenses, and the public would have known which is the faster boat of the two. If the Norwood had been successful, which is doubtful, she would undoubtedly win, while if not she would lose. The Vamoosa can roll off nearly twenty-five statute miles an hour, and hold that pace probably eighty knots. The Regatta Committee of the club will try and have the race take place to-morrow.

PYXIE AND EL CHICO WATCHED.

Oswald Sanderson, owner of the twenty-five-rater Pyxie, and H. Mattland Kersey, owner of the El Chico, have made a match to sail seven miles to windward or leeward and back next Saturday for a cup, to be paid for by the loser. The race will be sailed off Larchmont, starting at 1 P. M., and will be managed by the Larchmont Yacht Club's Regatta Committee.

In the races between these two boats so far the El Chico has the best of it, having defeated the Pyxie to windward in the only fair test of speed they have engaged in, but since this defeat the Pyxie has been rigged, fitted with hollow spars, and otherwise altered so that she may yet turn the tables on her rival.

NEW-YORK LIFE WHEELMEN.

The wheelmen of the New-York Life Insurance Company held their bicycle races yesterday over the Elizabeth-Cranford course. The five-mile handicap was won by J. Perry Steves; N. K. Townsend, second, A. A. De Costa, third; C. S. Henshaw, fourth, and A. F. Searing, fifth. Time—16:09 3/5. The one-mile consolation race was won by R. B. Bailey, with C. N. Welner, second. The officials were: Starter—R. W. Steves; Judges—Messrs. Hull, Denham, Post, Fillard, and Ad-